

# Lord Roberts Community Traffic Study

## Phase 3 Public Engagement Summary

January 2021

### Background

The City recognizes the ongoing traffic issues in the Lord Roberts neighbourhood and is working collaboratively with the community to identify solutions. In Phase 3 of the study, the technical support team analyzed potential solutions and estimated their respective costs in order to present feasible options to the community for their input.

### Engagement

Solutions were developed to address the [Priority Areas](#) that came from the community in Phase 2. Solutions were put into three categories:

1. Immediate solutions that will be implemented in the project's next phase
2. Proposed solutions that depend on community feedback prior to implementation
3. Long-term solutions that are subject to budget availability and City-wide prioritization

The community was asked to provide feedback only on the options in category two, which helped us refine solutions and determine which would be the best fit for the neighbourhood. Feedback was gathered through the activities outlined in the table below (Figure 1).

### Promotion

Public engagement opportunities were promoted using the following methods:

- City of Winnipeg website – Updated on November 17, 2020
- Postcard – delivered to 6,094 residents in mid-November

- News release – November 17, 2020
- Twitter and Facebook – 12 posts November 17 to December 13, 2020
- City of Winnipeg public engagement newsletter - November 26 and December 10, 2020

### Key Findings

- The most supported loading improvement option for Lord Roberts School was Option 2: to install a loading zone at the school's front door.
- Survey participants support of implementing a neighbourhood greenway on Cockburn Street and Walker Avenue.
- Survey participants support both speed tables and curb extensions.

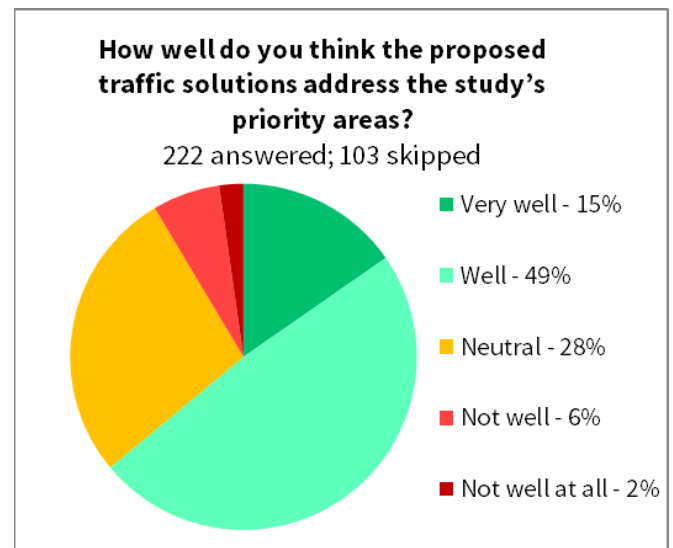


Figure 2 Response to traffic solutions

Dates	Activity	Details
May 29, 2020 July 8, 2020	PAC Meetings	The project advisory committee discussed solution options in two meetings in order to gather their initial feedback and get a better understanding of where further explanation may be required for broader community engagement. Notes from Meetings 4 and 5 are in Appendix E.
November 17 – December 13, 2020	Online survey	Survey responses do not provide a statistically relevant sample of Lord Roberts residents. We heard from 325 survey participants; 236 self-identified as a resident of the area. Full results in Appendix B. Two residents requested hard copy packages of information and the survey and those were provided.
December 1, 2020	Virtual event	Residents were invited to listen to a presentation and provide feedback on options in a group discussion. Sixteen community members took part. Notes in Appendix D.

Figure 1 Phase 3 engagement activities

### What We Heard

Community feedback provides the team with a better understanding of which options fit best with the community. Although not all solutions will be best for every individual, we are working towards the best fit for the community as a whole. Survey responses, Public Advisory Committee (PAC) input, and virtual event feedback were all important aspects of Phase 3 public engagement. The PAC meetings allowed for early discussion, issue identification, and narrowing of some options. The survey gave a chance for individual feedback submission, and the virtual event provided an opportunity for both questions and discussion. The appendices include the verbatim comments and notes.

Survey participants were asked to explain their preferred solutions; their open-ended responses were put into themes to identify reasons for support or opposition. The top three feedback themes for each issue area are identified in Figure 3 below. All verbatim responses are in Appendix B.













<p><b>School Loading:</b></p>  Avoid tree removal  One-way streets are confusing  Minimize impact to residents	<p><b>Prioritizing Sidewalks:</b></p>  Consider pedestrian volumes  Repair existing sidewalks  Consider connectivity
<p><b>Parking Options:</b></p>  Address on-street parking by City employees  Parking passes should be free for residents  Restrictions push the problem to other streets	<p><b>Other traffic issues not addressed:</b></p>  Speeding (various streets)  Cut-through traffic  Add traffic control (various locations)

Figure 3 Top feedback themes by issue

# Lord Roberts Community Traffic Study

## Phase 3 Public Engagement Summary

January 2021

What we heard from residents, along with how their feedback is being considered in development of implementation plans, is outlined in the table below.

What We Heard	How It Was Considered*
<p>Those who chose the installation of a school loading zone (option 2; the most popular option; 3.25 out of 5 weighted average) feel the City should try lower-cost options first and monitor their effectiveness before moving on to high-cost options like the loading bay. Some survey respondents feel that the City should try to mitigate impacts to residents on Beresford Avenue, who would be directly impacted by this change.</p>	<p>Considering the concerns from Beresford residents, we developed a variation to Option 2 that minimizes impacts to residents while still providing a school-side loading zone. No Stopping signage will be installed on the south side of Beresford Avenue directly across from a new school loading zone, which will be installed on the north side of the street. Parking regulations on the rest of Beresford Avenue will not be changed. The No Stopping signage on the south side across from the new loading zone will only apply during school peak hours. Outside of school peak hours, parking will remain on the south side of the street. Lord Roberts School administration is supportive of this variation, and we plan to trial and monitor this solution. Additional changes may be made in the future.</p>
<p>Residents of several streets near the Southwest Transitway supported a residential parking permit.</p> <p>Residents of several streets in the northeast area of the neighbourhood supported time limited parking.</p> <p>Parking maps are in Appendix C.</p>	<p>Survey responses were assessed on a block-by-block basis, and rates were too low to determine a preferred solution for each block. Additional stakeholder and public consultation is required to inform any changes to parking regulations. The study team intends to do a round of targeted engagement with residents on who live on streets with significant parking concerns. Additional consultation is also planned with Winnipeg Transit regarding parking activity in the neighbourhood.</p>
<p>Both virtual event participants and survey participants noted issues with charging residents for a resident parking pass (\$25 annually) to park on-street.</p>	<p>Additional engagement is required to determine how best to move forward with any changes to parking regulations. It is important to note that time limits are one of the most common tools municipalities use to manage the demand for on-street parking. Typically, Residential Parking Permit Programs allow residents of a street where time limits are in effect to apply for an annual permit that lets them park within their designated zone for as long as they like. This practice helps to manage demand by preventing non-residents from using on-street spaces for long-term parking. This program will be examined further both generally in the upcoming Winnipeg Parking Strategy, and locally through further engagement that may take place regarding the program at this location.</p>
<p>PAC members and participants indicated parking issues are caused by Transit employees parking on-street and</p>	<p>The parking lot on the Transit campus is currently full with a wait list. Recognizing the impacts of staff parking on streets,</p>

# Lord Roberts Community Traffic Study

## Phase 3 Public Engagement Summary

January 2021

<p>that the City should address this. Some noted that time restrictions will only push the problem to further streets.</p>	<p>Transit regularly sends employee memos requesting that staff utilize the parking lot when possible and limit on-street parking.</p> <p>We intend to do a round of targeted engagement with residents on who live on streets with significant parking concerns. Additional consultation is also planned with Winnipeg Transit.</p>
<p>Neighbourhood greenways were supported on both Cockburn Street South (70% of respondents are supportive) and Walker Avenue (69% of respondents are supportive).</p> <p>Both speed tables (53.71% supportive or very supportive) and curb extensions (66.22% supportive or very supportive) are supported as traffic calming measures on Cockburn Street South. PAC members discussed the potential issue of curb extensions forcing cyclists into traffic and several virtual event participants noted their opposition to curb extensions because of issues with snow clearing/driver visibility.</p>	<p>Neighbourhood greenways will be installed on Cockburn Street South and Walker Avenue. Speed tables will be installed on Cockburn Street South to slow vehicle speeds, and two school crosswalks are planned for this street which will improve pedestrian visibility and connectivity. Speed humps will be installed on Walker Avenue.</p>
<p>Sidewalks being nearest to schools/used as routes to school were the most popular considerations for selection (3.75 out of 5 weighted average).</p> <p>Other potential considerations included repairing existing sidewalks, and looking at traffic volumes to prioritize sidewalks.</p>	<p>This feedback will be considered as locations for new sidewalk are prioritized in the long-term.</p>
<p>Participants noted speeding as an issue they do not see addressed in the solutions. Several requests for a neighbourhood-wide reduction in speed limits came from participants.</p>	<p>Speed data was collected throughout the neighbourhood in Phase 2 of the study and analysis found there is reasonable compliance with the 50 km/h speed limit.</p> <p>On July 23, 2020, City of Winnipeg Council directed the Public Service to study lowering the default speed limit on residential streets. Part of this study will involve trialing lower speed limits on several streets in Winnipeg. The study is in the early stages and trial locations have not been selected; we will not be conducting a lowered speed limit trial at a single location, outside of the study's scope, at this time.</p>

*Table 1 Community feedback and how feedback was considered/incorporated*

\*An administrative report is being submitted to the Standing Policy Committee on Infrastructure Renewal and Public Works at its July 2021 meeting, outlining the solutions planned as part of this study. Two solutions require Council approval: modifying the boundaries of the Reduced Speed School Zone on Daly Street and providing an amendment to the Traffic By-Law that would permit trucks accessing Fort Rouge Yards Development to use Jubilee Avenue instead of one of the local residential streets.

### Next Steps

The feedback received will be used to determine a plan for trialing and/or implementing traffic solutions. An administrative report will be provided to the Standing Policy Committee on Infrastructure Renewal and Public Works for their consideration. All those who subscribed for updates on this study will be notified once that report is available.

### Appendices – Available in the [Documents](#) tab

Appendix A – Promotion materials

Appendix B – Survey results

Appendix C – Parking survey maps

Appendix D – Workshop notes

Appendix E – PAC meeting notes